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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VI, No. 12 December, 1963

May Your Holiday Highway

Be Paved With Happiness

GOVERNOR
Tim Babcock

STATE HIGHWAY COMMISSION

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STATE HIGHWAY DEPARTMENT

Fred Quinnell, Jr. ..... State Highway Engineer

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AWARD SHEET Project No.	Amount	Bidder	Address
I 15-6(7)311 & I 15-7(5) 312 Pershing-South & Brady North (Seeding) Pondera & Teton Counties	$ 16,474.30	Bob Clark & Son Fencing Co.,	Choteau, Mont.
I 90-2(14)105 U3, F 219(18) & S 218(7) (Road & Bridge) Missoula County	$ 251,304.12	Bud King Const. Co. & McLaughlin, Inc.	Missoula, Mont.
IG 90-6(11)287 Logan to Manhattan (Bridge) Gallatin County	$ 116,568.21	Strandberg & Associates	Helena, Mont.
F 149(20), F 395(3) & F 395(5) Great Falls-Ft. Benton & 14th & 15th St. Great Falls (Traffic Control Devices) Cascade County	$ 52,069.99	Cascade Electric Co.	Great Falls, Mont.
F 245(16) Glendive-Sidney (Road and Bridge) Dawson County	$ 455,184.04	Gus M. Albert, Contr.	Miles City, Mont.
S 301(13) Havre-Simpson-Canadian Line (Road) Hill County	$ 212,845.72	Robertson & Blossom, Inc.	Great Falls, Mont.
S 307(14) Stanford-Geraldine (Road & Bridges) Chouteau County	$ 337,957.73	Cave Constr. Inc.	Great Falls, Mont.
S 417(3) Antelope-Coalridge (Road) Sheridan County	$ 352,565.66	Hilling Const. Co., Inc.	Williston, N. Dak.
SMP-0699-63 Various (Stockpile) Custer, Rosebud & Powder River Counties	$ 230,458.00	Northwestern Eng. Co.	Rapid City, S. Dak.

M. R. Wickman has requested equal time, to answer the statement in last month's issue. Wick says: "R/W was supposed to move to the top floor but the engineers felt the floor wouldn't stand the additional weight of Jack Poole."

Besides that, Road Plans is still on the third floor. Refer to page 7 of last month's Centerline.

A PERSONAL MESSAGE FROM THE STATE HIGHWAY ENGINEER

During 1963, the Highway Department has made great strides in providing the Highway user with new highways. We have also done much to provide conveniences such as rest areas, and shoulder striping.

We look forward to our Territorial Centennial year of 1964, because I think it will be the greatest year yet for building new highways. With a carry-over of nearly $80 million in contracts, we should complete many very important sections of highway.

To the employees of the Department throughout the entire state, to our associated industries and to all highway users, I extend my heartiest wishes for a very Joyous Holiday Season!

FRED QUINNELL, Jr.
State Highway Engineer

MEMORIAL BRIDGE DEDICATED

Ribbon-cutting ceremonies included John Maxness, Manson H. Bailey. Jr., Mrs. Betty Fuzesy, W. L. Holter, Earl Daley, Joseph Nass and Maurice Arnold.

The Manson H. Bailey, Sr., Memorial Bridge, located just west of Glasgow on the Tampico road, was dedicated December 5 by Commissioner Joseph Nass.

Master of ceremonies for the occasion was John Maxness, chairman of the board of county commissioners.

Present were Manson H. Bailey, Jr., and Mrs. Betty Fuzesy, son and daughter of the late Manson H. Bailey, Sr. who responded to the address of Commissioner Nass and received the replica of the bronze plaque which will be installed on the bridge.

Commissioner Joseph Nass holds plaque while Commissioners of Valley County look on. L. to R. Earl Daley, Maurice Arnold, Nass, John Maxness.

Others in attendance were Maurice Arnold and Earl Daley, Valley County Commissioners; T. J. Hocking and W. L. Holter of the Chamber of Commerce; Ted McIntyre, friend of Bailey; and the following Highway Department personnel: Bill Brittain, District Engineer from Glendive; Bruce Randall and G. E. Flemming from Wolf Point; Howard Buswell, Paul Collins, Clif Thompson, Ernest Neath, Chet Dreher, "Swede" Lindgren, all of Helena, and Wm. Hauck, District Right-of-Way Supervisor from Glendive.

Commissioner Nass stated in his talk that it was gratifying to have one of the engineering profession honored, and that Manson H. Bailey, Sr., was one of Montana's pioneers in the vast job of getting its people out of the mud.

NEW LAWS AFFECTING INTERSTATE AND OTHER ROAD PROGRAMS

The new laws passed by Congress and signed by the president, are contained in the Federal-Aid Highway Amendments Act of 1963 (H.R. 7195). The bill, composed of six amendments, provides for:

Eliminates the 1975 Interstate System "design date" and substitutes a flexible date that is 20 years from the date of approval by the Secretary of Commerce of the plans, specifications and estimates for actual construction of a project.

Extends to July 1, 1965, the cut-off date prior to which a state may enter into agreements with the Secretary of Commerce to qualify for the one-half of one per cent bonus for controlling outdoor advertising along the right-of-way of the Interstate System.

Changes dates when the Secretary of Commerce is to submit to Congress the new cost estimates for completion of the Interstate System. Under present law, three more such estimates must be presented. The new amendment establishes January, 1965, as the date for submission of the estimate on which apportionment of funds would be based for fiscal years 1967, 1968 and 1969. Additional estimates would be presented in January 1968 for 1970 funds and the final apportionment of 1971 would be based on an estimate submitted in 1969.

Permits reimbursement of states for "development" as well as "research" projects in connection with highway planning, construction, etc. At present, reimbursements may be made to states for development projects which they conduct under the initiative of the Federal Government. This amendment will permit reimbursement for such projects conducted by states under their own initiative.

Increases from 10 to 15% the limitation on payments for "construction engineering" costs on ABC projects. This provision applies only to the Federal share of payments and would not increase the funds a state would receive under present legislation. (Note: the above provision was suggested to our Congressional delegation by State Highway Engineer, Fred Quinnell, Jr.).

Changes method of apportioning funds for urban extensions of the Federal-aid primary and secondary systems to remove a special exception in existing law with respect to

(Continued on page 4)

INTERESTING FIGURES

(Continued from page 3)

towns in Connecticut and Vermont. This provision, coupled with a Census Bureau redefinition of "urban population," had resulted in these two states receiving funds for fiscal years 1963 through 1965 that Congress had not intended they receive.

The above information is from the news letter of the National Highway Users Conference.

INTERESTING FIGURES

Lewis M. Chittim, Right-of-Way Engineer has provided us with some interesting figures on Right-of-Way costs expended by that department.

For the fiscal years ending:

June 30, 1960	$3,477,391.24
June 30, 1961	4,062,528.85
June 30, 1962	3,804,762.60
June 30, 1963	5,407,693.55
Oct. 31, 1963	2,297,022.59

Traffic is now using the Alberton Interstate section west of Missoula. This aerial view shows the new highway, alongside the old alignment which crosses the railroad tracks in the left of the picture.

RIMROCKS ROAD DEDICATED

On November 26, Commission Chairman Roy Sorrells, assisted by Billings Mayor Willard Fraser, cut the ribbon to officially open to traffic the $1,333,453 project which started a year ago in October.

Northwestern Engineering Co., of Rapid City, S. Dak., had the contract, and W. F. Woolston of Billings was Project Engineer.

Following the ribbon-cutting ceremonies, the group of dignitaries from the City, County and the Highway Commission assembled at the Northern Hotel for a luncheon with the Chamber of Commerce. Fred Quinnell, Jr., State Highway Engineer, was the speaker for the meeting.

BPR COMMENDS ANTI-VANDALISM PROGRAM

A letter from E. H. Cowan, of the Bureau of Public Roads, to Fred Quinnell, Jr., indicates that the Bureau is heartily in accord with the campaign to reduce sign destruction on Montana highways.

The letter reads as follows:

'Your recent publicity campaign to acquaint the public with the vandalism of highway signs that is occurring, has our hearty support. It is only through such means that the public can be made aware of the damage being done to traffic facilities so vitally needed for highway safety.

(Continued on page 9)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH , TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID PRIMARY PROJECTS		
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U. S. 87 - S. of Roundup) .
102	F 207 (8)	12-31-63	0.2 miles grading, drainage, surface, plant mix bituminous & seal coat oiling. (U. S. 10 - In Butte) .
	F 279 (4)	12-31-63	0.5 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (U. S. 10 - ByPass - In Butte) .
1	F 152 (7) U 2	8-31-64	One 213-ft. prestressed concrete beam bridge-Milk River. One large structural plate pipe-Indian Service Irrigation Canal. (U.S. 2 - S. of Harlem) .
104	F 193 (13)	4-30-64	11.6 miles grass seeding. (Montana 16-Medicine Lake N.) .
105	F 135 (18)	4-30-64	0.6 miles seeding & mulching. (U.S. 10-W. of Miles City) .
106	F-FG 68 (12) U 1	9-1-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A-E. of Anaconda) .
	F-FG 68 (12) U 2	12-31-63	Four prestressed concrete beam bridges, dual 70-ft.-Clark Fork & dual-148-ft.-NP RY. (U.S. 10A - E. of Anaconda) .
	ROW-F-FG 68 (8)	12-31-63	2.7 miles fencing. (U.S. 10A-E. of Anaconda).
107	F 134 (6)	9-30-64	0.7 miles grade, drain, surface & plant mix bituminous surface. (U.S. 212-Laurel S.) .
108	F 219 (18)	6-15-64	0.2 mile grade, drain, aggregate & plant mix bituminous surface. One 65-ft. prestressed concrete beam bridge-Rattlesnake Creek. (U.S. 10 - In Missoula) .
109	F 144 (8)	4-30-64	4.7 miles grass seeding. (U.S. 2 - Glasgow E.).
110	U F 296 (15) U 1	12-31-63	4.2 miles (0.7 miles four-lane) grade, drain, surface & plant mix bituminous surfacing. (Montana 3-Billings N.W.).
	F 187 (13), F 230 (7) & U 296 (14)	12-31-63	0.1 mile lighting and signing at Intersection U.S. 10, 212, 87 & 312. (U.S. 10-Billings) .
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles grade, drain, surface & plant mix bituminous surface. (U.S. 87-S.W. of Fort Benton) .
112	F 191 (24)	8-31-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 93 - S. of Kalispell) .
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocate portion of NP. RY. tracks. (U.S. 89-S. of Livingston) .
114	F 245 (16)	10-30-64	5.3 miles grade, drain, aggregate & plant mix bituminous surface. One-112-ft. prestressed concrete beam bridge - Deer Creek. (Montana 16 - N.E. of Glendive) .
115	U FG 228 (16)	12-31-63	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP. RR. (U. S. 10 - In Billings) .
	F 228 (19) U 1	9-1-64	0.6 mile grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10 - West Billings Interchange) .
	F 228 (19) U 2	9-1-64	0.6 mile fencing. (U.S. 10 - West Billings Interchange) .
	F 228 (21)	5-31-64	1.5 miles signing, signals & lighting. (U.S. 10 - In Billings) .
116	F 264 (8)	10-31-64	6.4 miles grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 12 - Townsend E.) .
117	ROW F 28 (3)	12-31-63	5.8 miles fencing. (U. S. 87 - S. of Grass Range) .
	F 28 (4)	12-31-63	5.8 miles, grade, drain, surface, & plant mix bituminous surfacing. (U. S. 87 - S. of Grass Range) .
118	U 149 (15)	12-31-63	0.4 miles (0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface. (U. S. 87-ByPass-Great Falls N.) .
	U-FG 395 (6)	12-31-63	1.5 miles (1.1 miles four-lane divided) grade, drain, surface, plant mix bituminous & Concrete pavement. Two concrete underpasses - GN. RY. & Smelter Avenue . (U. S. 87 - ByPass - Great Falls N.) .
	F 149 (20)	6-30-64	0.4 mile signing & delineation. (U. S. 87 - N. of Great Falls) .
	F 395 (3) & F 395 (5)	6-30-64	1.5 miles signing & delineation. (14th & 15th St. - In Great Falls N.) .
119	F 235 (25)	12-31-63	7.6 miles grade, drain, surface, plant mix bituminous surface. One-81-ft. prestressed concrete beam bridge-Otter Creek. (U. S. 87 - W. of Stanford) .
	F 235 (31)	12-31-63	4.0 miles plant mix bituminous surface. (U. S. 87 - W. of Stanford) .
120	F 114 (5)	9-1-64	2.4 miles grade, drain, surface & plant mix bituminous surfacing. (Hysham connection to Interstate) .
121	F FG 219 (16) U 1	12-31-63	9.8 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 10 A - N.W. of Missoula) .
122	F 9999 (1)	1-31-64	119 miles signing. (U. S. 10, 10 A, & 93 - Missoula to Kalispell) .
123	F 191 (20) U 1	12-31-63	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U. S. 93 - N. of Polson) .
124	F 246 (13)	11-15-64	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20 S - S.E. of Circle) .
125	F 249 (15)	1-31-64	0.6 mile grade, drain & slide area stabilization. (U. S. 12 - E. of Garrison) .
126	U 227 (6) & F 388 (6)	12-31-63	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals & signing. (10th Avenue S. ByPass-In Great Falls).
127	F 184 (15)	12-31-63	1.1 miles seeding & mulching. (U. S. 10 - N. of Deer Lodge) .
128	ERFO 41 (1)* *	1964	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge - Cougar Creek. (U.S. 191 - N. of W. Yellowstone) .
133	F 153 (9)	4-30-64	9.0 miles grass seeding. (U.S. 2 - E. of Dodson) .
134	F 176 (7)	7-30-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20 - E. of Simms) .
138	F 210 (3)	12-31-63	6.0 miles plant mix bituminous surfacing. (U.S. 89 - N.W. of Browning) .
	F 227 (5)	12-31-63	4.0 miles plant mix bituminous surfacing. (U. S. 89 - N.E. of Browning) .
	F 227 (6)	12-31-63	4.3 miles grade, drain, surface, & plant mix surfacing. (U. S. 89 - N.W. of Browning) .
139	FHP 13-3 (1)*	1963	4.1 miles grade, drain & base. One 60-ft. reinforced concrete bridge-Bear Creek. One 26-ft. concrete slab bridge-Devil Creek. (U.S. 2 - S.W. - E. Glacier) .
	F 209 (4)	9-15-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20-ft. concrete bridges. (U.S. 191-W. of Bozeman) .
141	F 86 (22)	4-30-64	0.8 mile seeding & mulching. (U. S. 10 - S.W. of Miles City) .
142	F 315 (17)	4-30-64	12.0 miles grass seeding. (Montana 24 - S.E. of Fort Peck) .
	F 315 (18)	4-30-64	11.4 miles grass seeding. (Montana 24 - S.E. of Fort Peck) .
145	F 157 (19)	7-15-64	10.9 miles, grade, drain, surface, & plant mix bituminous surface. Widen one-164-ft.-Concrete T Beam Bridge to 28-ft. roadway S. Fork Sunday Creek. One 122-ft.-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22-N.W. of Miles City) .
	FEDERAL AID SECONDARY PROJECTS		
201	S 311 (5)	8-31-64	0.9 mile grade, drain, aggregate & road mix bituminous surface. One 213-ft. prestressed concrete beam bridge-Milk River . (S. of Chinook).
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded steel plate girder bridge-Flathead River . One 128-ft. prestressed concrete beam overpass - NP. RY. (Perma North) .
203	S 236 (8)	8-30-64	1.2 miles grade, drain, surface. One 562-ft. riveted plate girder bridge. (N. of U.S. 10 & Montana 47) .
204	S 316 (11)	9-30-64	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank) .
205	S 318 (4) & S 347 (11)	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surface. (Ekalaka S.) .
	S 318 (3) & S 347 (10)	8-31-64	8.2 miles fencing . (Ekalaka S.) .
206	S 192 (3)	12-31-63	Dual prestressed concrete beam bridges-I 90 Separation. (S. W. of Billings) .
	S-SG 192 (4) U 1	9-1-64	1.0 miles grade, drain, aggregate & Plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange) .
	S-SG 192 (4) U 2	9-1-64	1.0 mile fencing. (Connection to W. Billings Interchange) .
207	FHP 5-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (S. of Troy) .
208	S 26 (10)	12-31-63	One 102-ft.-prestressed concrete beam bridge-Soap Creek & Approaches. (S. of St. Xavier) .
209	FHP 11-1 (1) & S 391 - FH*	1963	32.5 miles grading, drainage & base. Raising of three timber bridges-Lolo Creek. (U.S. 12 - Lolo to Idaho State Line) .
210	S 359 (7)	10-15-64	3.0 miles grade, drain, aggregate & plant mix bituminous surfacing. One 50-ft. treated timber bridge-Drainage. (Glendive S.) .
211	ERFO 41 (1) **	1964	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75-ft.-Grayling Creek & 124-ft.-Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone) .
212	S 218 (7)	6-15-64	1.0 mile grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula) .
213	S 301 (13)	9-1-64	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre) .
214	S 65 (6)	12-31-63	4.9 miles grade & drain. One 245-ft.-prestressed concrete beam bridge-Swan River. (S. of Big Fork E.).
215	ROW S 370 (13)	12-31-63	Reset 239 rods of fencing. (W. of Wilsall) .
	S 370 (15)	12-31-63	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall) .
216	S 307 (14)	9-1-64	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S. E. of Geraldine) .
217	S 389 (3)	12-31-63	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop) .
218	S 417 (3)	9-15-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S. E. of Plentywood) .
219	S 85(00) U 2 & S 85 (3) U 2	12-31-63	Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead W.) .
221	S 129 (8)	12-31-63	7.0 miles, grade, drain, surface, & plant mix bituminous surfacing. (Rapelje S.) .
222	S 401 (3) U 1	12-31-63	8.2 miles grade, drain & aggregate surfacing. (Plevna S.) .
	S 401 (3) U 2	6-30-64	Two 132-ft.-prestressed concrete beam bridges-Sandstone & S. Fk. Sandstone Cr. (Plevna S.) .
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. of Geraldine S.) .
224	S 2 (15) U 1	12-31-63	1.8 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (N. of Helena) .
225	S 200 (5)	12-31-63	13.2 miles (part aggregate surface) plant mix bituminous surfacing. (Froid W.) .
226	S 213 (4)	12-31-63	0.9 miles, grade, drain, surface, & plant mix bituminous & seal coat oiling. (E. of Butte) .
227	S 407 (2)	10-31-64	0.3 miles grade, drain & aggregate surface. One 457-ft-welded steel plate girder bridge-Clark Fork. (S. E. of Alberton) .
228	S 361 (12)	7-15-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.) .
247	S 368 (17)	7-16-64	8.7 miles aggregate, plant mix bituminous surfacing & seal coating. (N. of Glasgow) .
248	S 402 (3)	12-31-63	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (N. E. of Culbertson) .
250	S 121 (4)	12-31-63	11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing . (Utica to Hobson) .
251	S 322 (7)	12-31-63	6.3 miles grade, drain, surface & plant mix bituminous surfacing. (E. of Hardin) .
	OFF SYSTEM PROJECTS		
	R AD 7 (1) *	1963	8.7 miles grading, drainage & aggregate surfacing. (Brooks E.) .
	FHP 59-2(1) & FL 59 (1),(2)*	1963	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing . (S. of Red Lodge) .

* - Bureau of Public Roads Projects .
** - Bureau of Public Roads Projects - Map Index Numbers 128 and 211 one contract.

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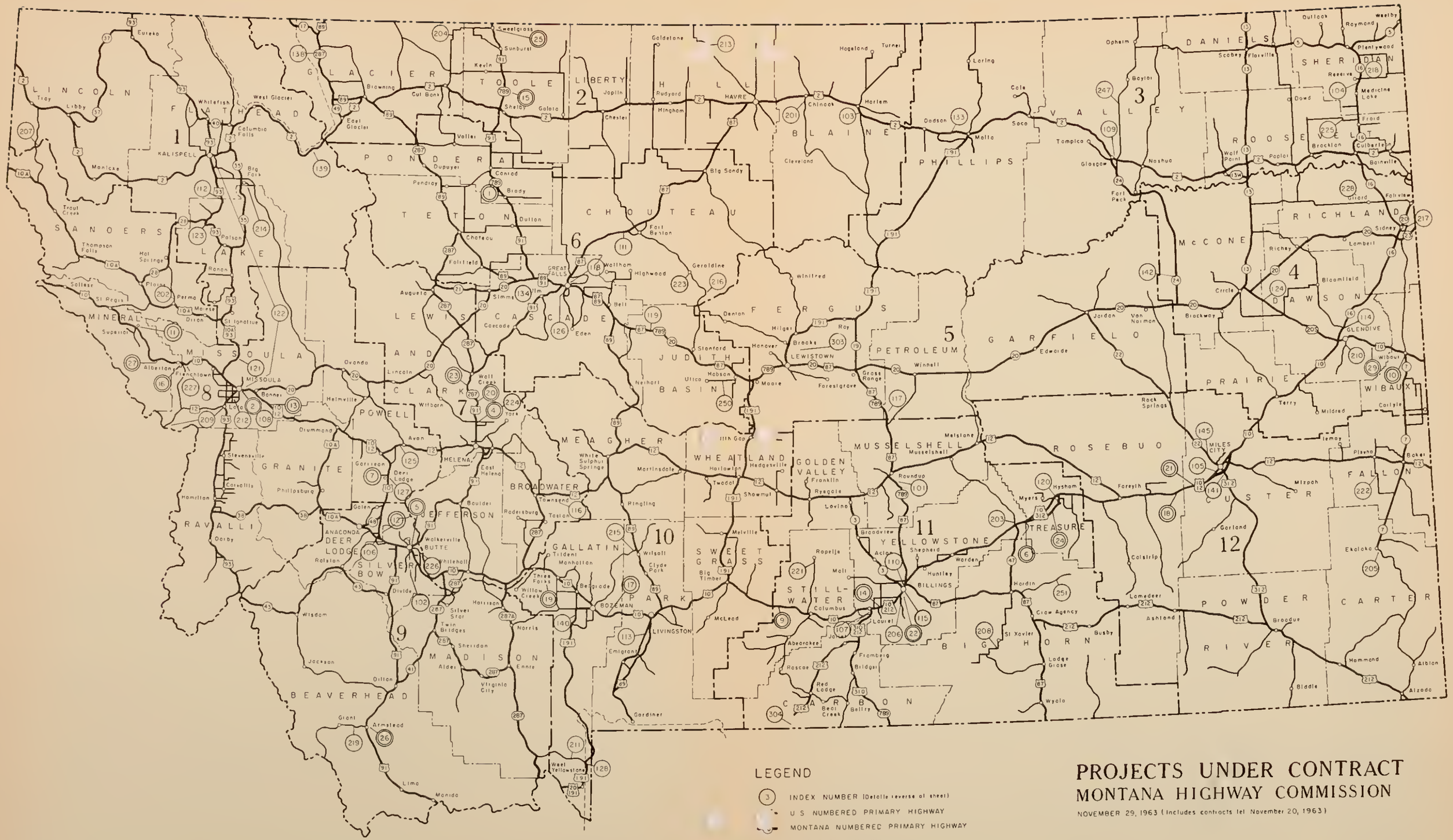


LEGEND

- (3) INDEX NUMBER (Details reverse of sheet)
- U S NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT

MONTANA HIGHWAY COMMISSION

NOVEMBER 29, 1963 (Includes contracts let November 20, 1963)

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID INTERSTATE PROJECTS		
1	I 15-6 (5) 311 U 1 &	7-1-64	11.6 miles grade, drain, surface & plant mix bituminous surfacing. (U. S. 91 - Brady S. to N.) .
	I 15-7 (3) 312 U 1		
	I 15-6 (5) 312 U 2	7-1-64	1.0 mile fencing. (U. S. 91 - Brady S. to N.) .
	I 15-7 (3) 312 U 3	7-1-64	10.6 miles fencing. (U. S. 91 - Brady S. to N.) .
	I 15-7 (3) 312 U 2	12-31-63	Two prestressed concrete bridges. One 183 ft. Brady Interchange & one 153 ft. County Road Separation. (U. S. 91 - Brady S. to N.) .
	I 15-6 (6) 311 &	7-1-64	11.6 miles signing and delineation. (U. S. 91 - Brady S. to N.) .
	I 15-7 (4) 312		
	I 15-6 (7) 311	5-15-64	1.0 mile seeding & mulching. (U. S. 91 - Brady S. to N.) .
	I 15-7 (5) 312	5-15-64	10.6 miles seeding & mulching. (U. S. 91 - Brady S. to N.) .
2	I 90-2 (14) 105	7-31-64	472 feet of 24 inch R.C.P. Storm Sewer. (Van Buren St. - In Missoula) .
4	I 15-4 (6) 186 U 1	12-31-63	8.2 miles four-lane divided, grade, drain, surface, plant mix bituminous & seal coating. (U. S. 91 - Helena N.) . Weigh Station .
	I 15-4 (6) 186 U 4	12-31-63	8.2 miles fencing & cattle guards. (U. S. 91 - Helena N.) .
	I 15-4 (11) 182	4-30-64	28.2 miles seeding & mulching. (U. S. 91 - S. of Helena N.) .
	I 15-4 (15) 186	12-31-63	8.2 miles signing. (U. S. 91 - Helena N.) .
5	I 15-2 (14) 127 U 1	12-31-63	2.7 miles four-lane divided, grade, drain, surface, concrete paving, plant mix bituminous, seal coat oil. (U. S. 91 - In Butte) .
	I 15-2 (14) 127 U 2	12-31-63	2.7 miles fencing. (U. S. 91 - In Butte) .
	I-IG 15-2 (17) 130 U 1	12-31-63	1.5 miles grade, four-lane divided, drain, surface, plant mix bituminous, seal coat oiling. (U. S. 91 - Butte E.) .
	I-IG 15-2 (17) 130 U 3	12-31-63	1.5 miles fencing. (U. S. 91 - Butte E.) .
	I-IG 15-2 (16) 126 U 1 &	9-30-64	2.6 miles grading, drain, surface, concrete paving, plant mix bituminous & seal coat oiling . (U. S. 91 - Butte N.) .
	I 115-2 (2) 126 U 1		
	I-IG 15-2 (16) 126 U 2 &	9-30-64	Five structures. Two prestressed concrete beam overpasses. One 301 & 321 ft. B&LP RY. & CNSTP&P RR. Three steel & concrete
	I 115-2 (2) 126 U 2		overpasses. One 442 & 489 ft. NP RY & Clark Fork. One 244 ft. W. Butte Interchange. (U. S. 91 - Butte N.) .
	I-IG 15-2 (16) 126 U 3	9-30-64	2.2 miles fencing. (U. S. 91 - Butte N.) .
	I 115-2 (2) 126 U 3	9-30-64	0.4 mile fencing. (U. S. 91 - Butte N.) .
	I-IG 15-2 (16) 126 U 4	12-31-63	Dual 463 ft. steel & concrete overpasses - NP RY & CNSTP&P RR. (U. S. 91 - Butte N.) .
	I 15-2 (19) 126	10-15-64	5.5 miles signing, delineation & lighting. (U. S. 91 - W. of Butte E.) .
6	I 94-2 (5) 55 U 1	12-31-63	6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (U. S. 10 - S.W. of Hysham) .
	I 94-2 (5) 55 U 2	12-31-63	6.4 miles fencing. (U. S. 10 - S. W. of Hysham) .
7	I 90-3 (11) 180	12-31-63	8.6 miles seeding & mulching. (U. S. 10 - W. & S. of Deer Lodge) .
9	I 90-7 (8) 387 U 1 &	12-31-63	5.9 miles grade, drain, surface, plant mix bituminous & seal coat oiling. Frontage roads. (U. S. 10 - W. of Columbus) .
	I-IG 90-8 (12) 388 U 1		
	I-IG 90-8 (12) 388 U 2	12-31-63	4.6 miles grade, drain, surface, plant mix bituminous, seal coat oil. Frontage roads. (U. S. 10 - W. of Columbus) .
	I 90-7 (8) 387 U 3	12-31-63	5.9 miles fencing. (U. S. 10 - W. of Columbus) .
	I-IG 90-8 (12) 388 U 4	12-31-63	4.6 miles fencing. (U. S. 10 - W. of Columbus) .
	I 90-7 (11) 387 &		
	I 90-8 (18) 388	12-31-63	10.5 miles signing & delineation. (U. S. 10 - W. of Columbus) .
10	I 94-7 (6) 233	4-30-64	15.2 miles seeding & mulching. (U. S. 10 - W. of Silbert E.) .
11	I 90-1 (16) 43	8-30-64	6.7 miles seeding & mulching . (U. S. 10 - N. & S. of Superior) .
12	I-IG 90-4 (7) 205 U 1	9-1-64	4.5 miles four-lane divided, grade, drain, cement stabilized base, surfacing & plant mix bituminous surfacing. Frontage roads, rest areas, signing & delineation. (U. S. 10 - S. of Deer Lodge) .
	I-IG 90-4 (7) 205 U 2	6-30-64	Three prestressed concrete beam structures. One 206-ft. Anaconda Interchange. Dual 211-ft. overpasses-CNSTP&P RR.
			(U. S. 10 - S. of Deer Lodge) .
	I-IG 90-4 (7) 205 U 3	12-31-63	4.5 miles fencing. (U. S. 10 - S. of Deer Lodge) .
13	I-IG 90-2 (10) 110 U 1	7-1-64	4.3 miles four-lane divided, grade, drain, surface, & plant mix bituminous surfacing. (U. S. 10 - W. of Bonner E.) .
	I 90-2 (11) 111 U 1	7-1-64	4.9 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Frontage roads. (U. S. 10 - S. E. of Bonner) .
	I 90-2 (11) 111 U 2	7-1-64	4.9 miles fencing. (U. S. 10 - S. E. of Bonner) .
	I-IG 90-2 (10) 110 U 2	12-31-63	4.3 miles fencing. (U. S. 10 - W. of Bonner E.) .
	I-IG 90-2 (10) 110 U 3	7-31-64	Eight structures. Dual 343-ft. Steel Plate Girder-Blackfoot River. Six prestressed concrete beams, dual 153-ft. - CR&TP&P RR.
			Dual 118-ft. frontage road separation. Dual 118-ft. - Turah Interchange. (U. S. 10 - W. of Bonner E.) .
	I-IG 90-2 (10) 110 U 4	5-31-64	Dual 327 & 357-ft. steel girder overpass NP. RY. (U. S. 10 - W. of Bonner E.) .
	I 90-2 (22) 108	5-31-65	Four continuous welded steel plate girder bridges-Dual 455-ft. & dual 404-ft. - Clark Fork. (U. S. 10 - W. of Bonner E.) .
	I 90-2 (23) 110	5-31-64	One 245-ft. prestressed concrete beam underpass-U.S. 10 . (U. S. 10 - W. of Bonner) .
14	I-IG 90-8 (17) 433 U 1	9-30-64	5.3 miles four-lane divided, grade, drain, surface, plant mix bituminous surface. Weigh Station. (U. S. 10 - Laurel E.) .
	I-IG 90-8 (17) 433 U 2	6-30-64	Eight structures, two 364-ft. steel overpasses (U. S. 212-Laurel Interchange) six prestressed concrete beam structures, one 245-ft
			county road separation, two 118-ft. Mossmain Interchange & three 40-ft.-B.B.M.A. Canal. (U. S. 10 - Laurel E.) .
	I-IG 90-8 (17) 433 U 3	9-30-64	5.3 miles fencing. (U. S. 10 - Laurel E.) .
15	I 15-8 (14) 357 U 1	11-1-64	12.0 miles, grade, drain, surface, plant mix bituminous surface, rest area & signing. (U. S. 91 - N. of Shelby) .
	I 15-8 (14) 357 U 2	12-31-64	Two prestressed concrete beam structures, one 168-ft. - Co. Rd. Interchange, One 118-ft. - Oilmont Interchange. (U. S. 91 -
			N. of Shelby) .
	I 15-8 (14) 357 U 3	12-31-63	12.0 miles fencing. (U. S. 91 - N. of Shelby) .
16	I 90-1 (17) 75 U 1	12-31-63	2.8 miles (1.1 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Frontage roads. (U.S. 10-Alberton W.) .
	I 90-2 (16) 81	9-30-64	One 879-ft. welded steel plate girder bridge-Clark Fork. Dual 123-ft. prestressed concrete beam bridges-Nine Mile Interchange.
			(U. S. 10 - E. of Alberton) .
	I-IG 90-2 (18) 82	11-30-64	One 981-ft. welded steel plate girder bridge-Clark Fork & CR&TP&P RR. (U. S. 10 - E. of Alberton) .
	I 90-1 (17) 75 U 3	12-31-63	2.8 miles fencing. (U. S. 10 - Alberton W.) .
	I 90-2 (13) 78 U 1	12-31-63	2.2 miles grade, drain, surface, plant mix bituminous surface. One 17-ft. concrete slab junior grade separation. (U.S. 10-Alberton E.).
	I 90-2 (13) 78 U 3	12-31-63	2.2 miles fencing. (U. S. 10 - Alberton E.) .
	I-IG 90-2 (21) 80 U 1	11-15-64	4.3 miles (2.6 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton) .
	I-IG 90-2 (21) 80 U 2	11-15-64	4.3 miles fencing. (U. S. 10 - E. of Alberton) .
	I 90-1 (20) 75	12-31-63	2.8 miles signing & delineation. (U. S. 10 - Alberton W.) .
	I 90-2 (19) 78	12-31-63	2.2 miles signing & delineation. (U. S. 10 - Alberton E.) .
17	I-IG 90-6 (2) 309 U 1	12-31-63	5.3 miles, four-lane divided, grade, drain, surface, plant mix bituminous, seal coat oil. Four prestressed concrete beam structures.
			Dual 113-ft. overpasses-Bear Creek Interchange. Dual 128-ft. overpasses-Trail Creek Interchange. Dual 335-ft. steel & concrete
			overpasses-N.P. RY. (U. S. 10 - E. of Bozeman) .
	I 90-6 (12) 309	4-30-64	5.3 miles seeding & mulching. (U. S. 10 - E. of Bozeman) .
18	I 90-3 (8) 114	4-30-64	4.9 miles seeding & mulching. (U. S. 10 - E. of Forsyth) .
19	I-IG 90-6 (5) 276 U 2	12-31-63	5.5 miles fencing. (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (9) 276	6-30-64	Dual 735 & 624-ft. prestressed concrete beam structures-CMSTP&P RR., NP RY., & Madison River. (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (10) 282 U 1	7-31-64	5.0 miles four-lane divided, grade & drain. Three prestressed concrete beam structures. Dual 158-ft. -CMSTP&P RR. One 235-ft.
			Manhattan Interchange. (U. S. 10 - E. of Three Forks) .
	I-IG 90-6 (10) 282 U 2	7-31-64	5.0 miles fencing. (U. S. 10 - E. of Three Forks) .
	I-IG 90-4 (15) 276	9-28-64	10.5 miles cement stabilized base, aggregate surfacing, concrete pavement & signing. (U. S. 10 - E. of Three Forks) .
	IG 90-6 (11) 287	7-31-64	Dual 163-ft. prestressed concrete beam overpasses - NP. RY. (U. S. 10 - E. of Three Forks) .
20	I 15-4 (12) 207 U 1	12-31-63	3.4 miles (2.3 miles four-lane divided) grade, drain, surface, plant mix bituminous, seal coat oil. (U. S. 91 - N. of Helena) .
	I 15-4 (16) 194	12-31-63	12.7 miles signing. (U. S. 91 - Helena N.) .
	I 15-4 (17) 204	12-31-63	3.4 miles signing. (U. S. 91 - Helena N.) .
21	I 94-4 (11) 119	4-30-64	28.7 miles seeding & mulching. (U. S. 10 - W. of Miles City E.) .
22	I 90-8 (11) 444	12-31-63	Dual prestressed concrete beam bridges, 185 & 190-ft.-West Billings Interchange. (U. S. 10 - S.W. of Billings) .
	I 90-8 (25) 438	9-1-64	6.1 miles signing & delineation. (U.S. 10 - S.W. of Billings) .
	I 90-8 (19) 443 U 1	9-1-64	1.2 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10-West Billings Interchange) .
	I 90-8 (19) 443 U 2	9-1-64	1.2 miles fencing. (U. S. 10 - West Billings Interchange) .
23	I 15-4 (18) 210 U 1 &	11-30-64	2.1 miles four-lane divided, grade, drain, surface, plant mix bituminous surfacing & signing. (U. S. 91 - S. of Wolf Creek) .
	I 15-4 (21) 210		
	I 15-4 (18) 210 U 2	11-30-64	2.1 miles fencing. (U. S. 91 - S. of Wolf Creek) .
	I-IG 15-4 (19) 211	7-31-64	Four prestressed concrete beam structures, dual 534-ft.-Spring Creek Interchange, GN RY & Prickly Pear Creek, dual 135-ft. -
			Lyons Creek Separation. (U. S. 91 - S. of Wolf Creek) .
	I 15-4 (20) 212 U 1	9-30-64	5.8 miles grade, aggregate surface, plant mix bituminous surface & signing. Rest Area. (U. S. 91 - Wolf Creek S.) .
	I 15-4 (20) 212 U 2	9-30-64	5.8 miles fencing. (U. S. 91 - Wolf Creek S.) .
	I 15-4 (22) 210	11-30-64	Dual 519-ft.-Steel Bridge-Little Prickly Pear Creek. (U. S. 91 - Wolf Creek S.) .
24	I 94-2 (6) 61 U 1	9-1-64	5.6 miles grade, drain, surface & plant mix bituminous surfacing. One 143-ft. prestressed concrete beam overpass-Hysham Interchange.
			(U. S. 10 - S. W. of Hysham) .
	I 94-2 (6) 61 U 2	9-1-64	5.6 miles fencing. (U. S. 10 - S. W. of Hysham) .
25	I 15-8 (11) 383 U 2	12-31-63	4.5 miles fencing. (U. S. 91 - Sweetgrass S.) .
	I 15-8 (11) 383 U 1	11-15-64	4.5 miles (1.2 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing & signing. One 256-ft. prestressed
			concrete beam bridge-Sweetgrass Interchange. (U. S. 91 - Sweetgrass S.) .
26	I 15-1 (17) 46 U 1	9-30-64	5.3 miles grade, drain, surface, plant mix bituminous surface. One 17-ft. concrete slab junior grade separation & signing.
			(U. S. 91 - Armstead N.) .
	I 15-1 (17) 46 U 2	7-31-64	One 401-ft.-welded plate girder & one 163-ft.-prestressed concrete beam bridge-Beaverhead River. (U. S. 91 - Armstead N.) .
	I 15-1 (17) 46 U 3	9-30-64	5.3 miles fencing. (U. S. 91 - Armstead N.) .
27	I 90-1 (21) 67	6-30-65	One 807-ft. continuous welded plate girder bridge-Clark Fork. (U. S. 10 - W. of Alberton) .
	I 90-1 (22) 71	7-31-65	One 762-ft. continuous welded plate girder bridge-Clark Fork. (U. S. 10 - W. of Alberton) .
29	I 94-6 (7) 216	7-15-65	4.2 miles signing. (U. S. 10 - E. of Glendive) .
	I 94-6 (8) 221 U 1	7-15-65	12.8 miles grade, drain, aggregate & plant mix bituminous surface. Widen one 106-ft.-Griffith Creek. One 123-ft. prestressed
			concrete beam bridge-Hodges Road Separation. (U.S. 10-E. of Glendive) . Signing & delineation.
	I 94-6 (8) 221 U 2	7-15-65	12.8 miles fencing. (U. S. 10 - E. of Glendive) .

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
	FEDERAL AID PRIMARY PROJECTS		
101	F 33 (6) & F 108 (9)	9-30-64	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U. S. 87 - S. of Roundup) .
102	F 207 (8)	12-31-63	0.2 miles grading, drainage, surface, plant mix bituminous & seal coat oiling. (U. S. 10 - In Butte) .
	F 279 (4)	12-31-63	0.5 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (U. S. 10 - byPass - In Butte) .
1	F 152 (7) U 2	8-31-64	One 213-ft. prestressed concrete beam bridge-Milk River. One large structural plate pipe-Indian Service Irrigation Canal.
			(U.S. 2 - S. of Harlem) .
104	F 193 (13)	4-30-64	11.6 miles grass seeding. (Montana 16-Medicine Lake N.) .
105	F 135 (18)	4-30-64	0.6 miles seeding & mulching. (U.S. 10-W. of Miles City) .
106	F-FG 68 (12) U 1	9-1-64	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A-E. of Anaconda) .
	F-FG 68 (12) U 2	12-31-63	Four prestressed concrete beam bridges, dual 70-ft.-Clark Fork & dual-118-ft.-NP RY. (U.S. 10A - E. of Anaconda) .
	NOW-F-FG 68 (8)	12-31-63	2.7 miles fencing. (U.S. 10A-E. of Anaconda).
107	F 134 (6)	9-30-64	0.7 miles grade, drain, surface & plant mix bituminous surface. (U.S. 212-Laurel S.) .
108	F 219 (18)	6-15-64	0.2 mile grade, drain, aggregate & plant mix bituminous surface. One 65-ft. prestressed concrete beam bridge-Rattlesnake Creek.
			(U.S. 10 - In Missoula) .
109	F 144 (8)	4-30-64	4.7 miles grass seeding. (U.S. 2 - Glasgow E.).
110	U F 296 (15) U 1	12-31-63	4.2 miles (0.7 miles four-lane) grade, drain, surface & plant mix bituminous surfacing. (Montana 3-Billings N.W.).
	F 187 (11), F 230 (7) &	12-31-63	0.1 mile lighting and signing at intersection U.S. 10, 212, 87 & 312. (U.S. 10-Billings) .
	U 296 (14)		
111	F 149 (19) & 252 (15)	9-15-64	9.8 miles grade, drain, surface & plant mix bituminous surface. (U.S. 87-S.W. of Fort Benton) .
112	F 191 (24)	8-31-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 93 - S. of Kalispell) .
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocate portion of NP. RY. tracks. (U.S. 89-S. of Livingston) .
114	F 245 (16)	10-30-64	5.3 miles grade, drain, aggregate & plant mix bituminous surface. One-112-ft. prestressed concrete beam bridge - Deer Creek.
			(Montana 16 - N.E. of Glendive) .
115	U FG 228 (16)	12-31-63	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete
			underpass - NP. RR. (U. S. 10 - In Billings) .
	F 228 (19) U 1	9-1-64	0.6 mile grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10 - west Billings Interchange) .
	F 228 (19) U 2	9-1-64	0.6 mile fencing. (U.S. 10 - west Billings Interchange) .
	F 228 (21)	5-31-64	1.5 miles signing, signals & lighting. (U.S. 10 - In Billings) .
116	F 264 (8)	10-31-64	6.4 miles grade, drain, aggregate & plant mix bituminous surfacing. (U. S. 12 - Townsend E.) .
117	NOW F 28 (3)	12-31-63	5.8 miles fencing. (U. S. 87 - S. of Grass Range) .
	F 28 (4)	12-31-63	5.8 miles, grade, drain, surface, & plant mix bituminous surfacing. (U. S. 87 - S. of Grass Range) .
118	U 149 (15)	12-31-63	0.4 miles (0.1 mile four-lane divided) grade, drain, surface, plant mix bituminous surface. (U. S. 87-byPass-Great Falls N.) .
	U-FG 395 (6)	12-31-63	1.5 miles (1.1 miles four-lane divided) grade, drain, surface, plant mix bituminous & Concrete pavement. Two concrete
			underpasses - GN. RY. & 4oclter Avenue . (U. S. 87 - byPass - Great Falls E.) .
	F 149 (20)	6-30-64	0.4 mile signing & delineation. , (U. S. 87 - N. of Great Falls) .
	F 395 (3) & F 395 (5)	6-30-64	1.5 miles signing & delineation. (14th & 15th St. - In Great Falls N.) .
119	F 235 (25)	12-31-63	7.6 miles grade, drain, surface, plant mix bituminous surface. One-81-ft. prestressed concrete beam bridge-Otter Creek. (U. S. 87 -
			N. of Stanford) .
	F 235 (31)	12-31-63	4.0 miles plant mix bituminous surface. (U. S. 87 - N. of Stanford) .
120	F 114 (5)	9-1-64	2.4 miles grade, drain, surface & plant mix bituminous surfacing. (Hysham connection to Interstate) .
121	F FG 219 (16) U 1	12-31-63	9.8 miles grade, drain, surface & plant mix bituminous surfacing. (U.S. 10 A - N.W. of Missoula) .
122	F 9999 (1)	1-31-64	119 miles signing. (U. S. 10, 10 A, & 93 - Missoula to Kalispell) .
123	F 191 (20) U 1	12-31-63	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U. S. 93 - N. of Polson) .
124	F 246 (13)	11-15-64	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 20 S - S.E. of Circle) .
125	F 249 (15)	1-31-64	0.6 mile grade, drain & slide area stabilization. (U. S. 12 - E. of Garrison) .
126	U 247 (6) & F 388 (6)	12-31-63	2.6 miles street widening, curbs, plant mix bituminous surfacing, traffic signals & signing. (10th Avenue S. byPass-In Great Falls).
127	F 184 (19)	12-31-63	1.1 miles seeding & mulching. (U. S. 10 - N. of Deer Lodge) .
128	EXPO 41 (1)* *	1964	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 30-ft. concrete slab bridge - Cougar Creek.
			(U.S. 191 - N. of W. Yellowstone) .
133	F 153 (9)	4-30-64	9.0 miles grass seeding. (U.S. 2 - E. of Dodson) .
134	F 176 (7)	7-30-64	5.3 miles grade, drain, surface & plant mix bituminous surfacing. (Montana 20 - E. of Simms) .
138	F 210 (3)	12-31-63	6.0 miles plant mix bituminous surfacing. (U.S. 89 - N.W. of Browning) .
	F 227 (5)	12-31-63	4.0 miles plant mix bituminous surfacing. (U. S. 89 - N.E. of Browning) .
	F 227 (6)	12-31-63	4.3 miles grade, drain, surface, & plant mix surfacing. (U. S. 89 - N.W. of Browning) .
139	MHP 13-3 (1)*	1963	4.1 miles grade, drain & base. One 60-ft. reinforced concrete bridge-Bear Creek. One 26-ft. concrete slab bridge-Devil Creek.
			(U.S. 2 - S.W. - E. Glacier) .
	F 209 (4)	9-15-64	5.5 miles grade, drain, aggregate & plant mix bituminous surface. Four 20-ft. concrete bridges. (U.S. 191-W. of Bozeman) .
	F 86 (22)	4-30-64	0.8 mile seeding & mulching. (U. S. 10 - S.W. of Miles City) .
142	F 315 (17)	4-30-64	12.0 miles grass seeding. (Montana 24 - S.E. of Fort Peck) .
	F 315 (18)	4-30-64	11.4 miles grass seeding. (Montana 24 - S.E. of Fort Peck) .
143	F 157 (19)	7-15-64	10.9 miles, grade, drain, surface, & plant mix bituminous surface. Widen one-164-ft.-Concrete T Beam Bridge to 28-ft. roadway
			S. Fork Sunday Creek. One 122-ft.-prestressed concrete beam bridge-N. Fork Sunday Creek. (Montana 22-N.W. of Miles City) .
	FEDERAL AID SECONDARY PROJECTS		
201	S 311 (5)	8-31-64	0.9 mile grade, drain, aggregate & road mix bituminous surface. One 213-ft. prestressed concrete beam bridge-Milk River . (S. of Chinook).
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded steel plate girder bridge-Flathead River . One
			128-ft. prestressed concrete beam overpass - NP. RY. (Perma North) .
203	S 236 (8)	8-30-64	1.2 miles grade, drain, surface. One 362-ft. riveted plate girder bridge. (N. of U.S. 10 & Montana 47) .
204	S 316 (11)	9-30-64	7.0 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank) .
205	S 318 (4) & S 347 (11)	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surface. (Ekalaka S.) .
	S 318 (3) & S 347 (10)	8-31-64	8.2 miles fencing . (Ekalaka S.) .
206	S 192 (3)	12-31-63	Dual prestressed concrete beam bridges-I 90 Separation. (S. W. of Billings) .
	S-SG 192 (4) U 1	4-1-64	1.0 miles grade, drain, aggregate & Plant mix bituminous surface. Signing & delineation. (Connection to W. Billings Interchange) .
	S-SG 192 (4) U 2	4-1-64	1.0 mile fencing. (Connection to W. Billings Interchange) .
207	FHP S-1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing. (S. of Troy) .
208	S 26 (10)	12-31-63	One 102-ft.-prestressed concrete beam bridge-Soap Creek & Approaches. (S. of St. Xavier) .
209	FHP 11-1 (1) & S 391 - FH*	1963	32.5 miles grading, drainage & base. Raising of three timber bridges-Lolo Creek. (U.S. 12 - Lolo to Idaho State Line) .
210	S 359 (7)	10-15-64	3.0 miles grade, drain, aggregate & plant mix bituminous surfacing. One 50-ft. treated timber bridge-Drainage. (Glendive S.) .
211	EHPO 41 (1) **	1964	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges, 75-ft.-Grayling Creek & 124-ft.-
			Beaver Creek. Widen 8-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone) .
212	S 218 (7)	6-15-64	1.0 mile grade, drain, aggregate & plant mix bituminous surface. (Russell St. - S. of Missoula) .
213	S 301 (13)	9-1-64	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre) .
214	S 65 (6)	12-31-63	4.9 miles grade & drain. One 245-ft.-prestressed concrete beam bridge-Swan River. (S. of Big Fork E.).
215	NOW S 370 (13)	12-31-63	Reset 239 rods of fencing. (W. of Wilsall) .
	S 370 (15)	12-31-63	6.7 miles grade, cement stabilized base, drain, plant mix bituminous & seal coat oiling. (W. of Wilsall) .
216	S 307 (14)	9-1-64	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek,
			two 75-ft.-Butte and Cowboy Steel Creek. (S. E. of Geraldine) .
217	S 389 (3)	12-31-63	2.7 miles grade, drain, bituminous stabilized base, aggregate & plant mix bituminous. (Sidney Loop) .
218	S 417 (3)	9-15-64	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S. E. of Plentywood) .
219	S 85(00) U 2 & S 85 (3) U 2	12-31-63	Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Cr. One 71-ft.-Medicine Lodge Cr. (Armstead W.) .
221	S 129 (8)	12-31-63	7.0 miles, grade, drain, surface, & plant mix bituminous surfacing. (Rapelje S.) .
222	S 401 (3) U 1	12-31-63	8.2 miles grade, drain & aggregate surfacing. (Plevna S.) .
	S 401 (3) U 2	6-30-64	Two 132-ft.-prestressed concrete beam bridges-Sandstone & S. Fk. Sandstone Cr. (Plevna S.) .
223	S 290 (16) & S 307 (12)	7-1-64	4.9 miles grade, drain, surface, & plant mix bituminous surfacing. Widen three timber bridges. (N. of Geraldine S.) .
224	S 2 (15) U 1	12-31-63	1.8 miles, grade, drain, surface, plant mix bituminous & seal coat oiling. (N. of Helena) .
225	S 200 (5)	12-31-63	13.2 miles (part aggregate surface) plant mix bituminous surfacing. (Froid W.) .
226	S 213 (4)	12-31-63	0.9 miles, grade, drain, surface, & plant mix bituminous & seal coat oiling. (E. of Butte) .
227	S 407 (2)	10-31-64	0.3 miles grade, drain & aggregate surface. One 457-ft-welded steel plate girder bridge-Clark Fork. (S. E. of Alberton) .
228	S 361 (12)	7-15-64	6.6 miles grade, drain, surface, & plant mix bituminous surfacing. (Girard W. to E.) .
247	S 368 (17)	7-16-64	8.7 miles aggregate, plant mix bituminous surfacing & seal costing. (N. of Glasgow) .
248	S 402 (3)	12-31-63	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling . (N. E. of Culbertson) .
250	S 121 (4)	12-31-63	11.6 miles (1.0 mile grade & drain) aggregate & plant mix bituminous surfacing . (Utica to Hobson) .
251	S 322 (7)	12-31-63	6.3 miles grade, drain, surface & plant mix bituminous surfacing. (E. of Harlin) .
	OFF SYSTEM PROJECTS		
-	N AD 7 (1) *	1963	8.7 miles grading, drainage & aggregate surfacing. (Brooks E.) .
	FHP 59-2(1) & FL 59 (1),(2)*	1963	8.7 miles grading, drainage, aggregate & plant mix bituminous surfacing . (W. of Red Lodge) .

* - Bureau of Public Roads Projects .

** - Bureau of Public Roads Projects - Map Index Numbers 128 and 211 one contract.

BPR COMMENDS (Continued from page 4)

On one recently completed Interstate project our engineers counted 225 damaged or missing delineator posts. These reflectorized delineators serve to outline the road and are of great value to motorists during periods of darkness, fog or snowstorms. It is difficult to understand the motives behind this useless destruction.

"We sincerely hope that the decision to offer a $100 reward to anyone giving information leading to the arrest and conviction of persons wilfully damaging signs and other traffic devices on Montana's highways will prove an effective deterrent to further vandalism."

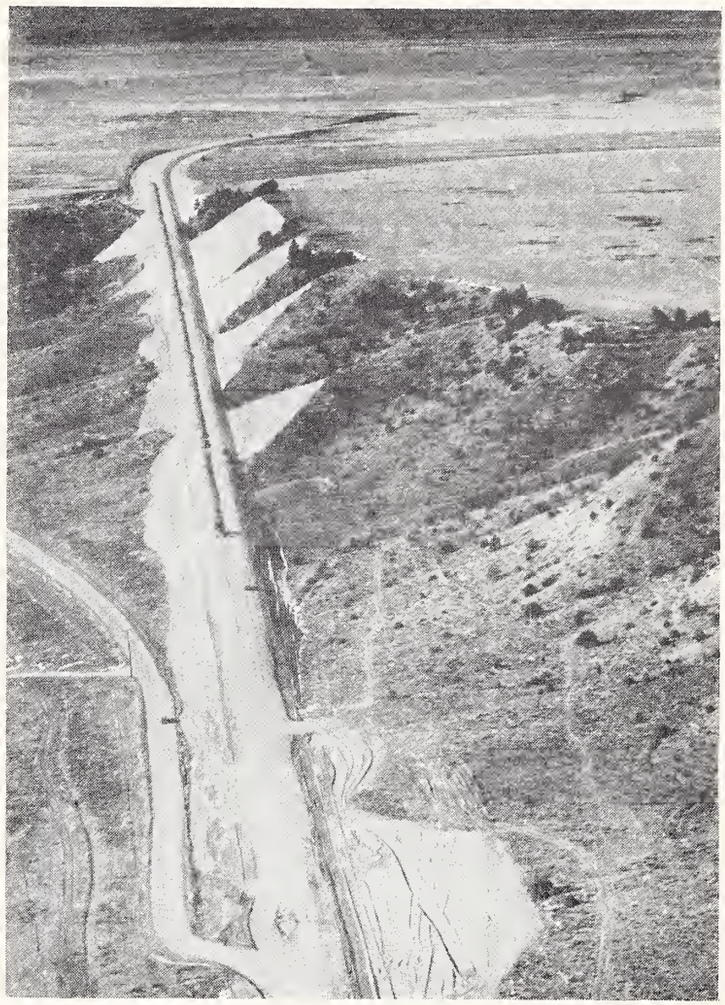
The press has already carried the story that the Montana Contractors' Association, the Montana Motor Transport Association, and the Montana Petroleum Association, are joining together to offer this $100 reward. In addition to this, the Montana Highway Patrol, and the Fish and Game Department have offered their cooperation, as law enforcement officials.

Anyone who observes destruction of any highway sign, should report the offender to the nearest Highway Patrolman, Sheriff, or Game Warden.

SHADES OF THE OLD DAYS

This photo was taken in June, 1925, and shows the condition of the highway on FAP 152, near Dodson. This picture shows a portion of the road where a 4" blanket course of pit run was to be used.

ROAD REPAIRS



Highway No. 12 east of Townsend is getting a face-lifting, as this aerial photo shows. The view is looking west, towards Townsend. This is the road up the hill from Deep Creek Valley. Hilde Construction Co. has the $695,-471 contract for the 6.3 mile project.

The road leading off to the left is presently being used as a detour.

NEWS FROM THE DIVISIONS

Billings

Miles Throop, Division Maintenance Foreman, and Clifford Smith, Sectionman, were honored at a retirement party held November 30th at the Lake Hills Country Club.

Miles, with a total of 32 years service, retired on November 22. He started with the Department in 1931 on the Statewide Oil Crew and in 1935 became a Sectionman working out of Billings. In 1955 he was promoted to Division Maintenance Foreman.

Cliff, who retired last spring, was Sectionman at Hardin for 19 years and prior to that was a laborer. He retired with a total of 28 years service.

We extend best wishes to these men for a long and enjoyable retirement and hope to see them often.

Glendive

Our outdoor Daniel Booneman, James Hein has done it again. After two days of tracking down the animals in the Lincoln area, on November 20th. James and Doug Durocher of Grass Range, came upon them. As Doug had never downed an elk before, he drew first shot and got the beautiful six-point bull. Jim states he field-dressed at about 700 lbs. It took them one day and half of the next to get him packed out, quarter by quarter. With all this meat Jim is stashing away, think we should talk him into a nice highway barbecue. How about that, fellow workers?

A wife of a hunter such as Jim, would like to know how you men can walk for days and days, hours and hours and track these meat totin' animals, but when your busy, humble wives request the garbage to be taken out (maybe 100 to 400 ft.) you can think of the most outlandish excuses to get out of same. Don't you realize that we are just giving you the training you need for your next year's trek?

Understand that Wayne Scott from the Glendive laboratory also took a trip into the wilderness after an elk, but was not so lucky as Jim. Better luck next year. He'll have to talk to Jim and get some pointers.

Congratulations are in store for two men on John Riley's crew in Sidney. Victor A. Wolf and Dennis McChestney have taken the big step and accepted responsibility of marriage. Don't know what kind of marriage counceling Riley does, but he surely has very few men on his crew that stay single for long.

You will all remember, I am sure, how all the Glendive Division employees were keeping close watch on the recovery of one Dean V. Borgen, project engineer who was in a very bad accident last summer. Well, you will all be glad to know that Dean is back in full swing as project engineer operating from behind a desk at Ekalaka. We all welcome him back and he wants to thank all who kept in touch, and made his long recovery time a lot more pleasant with your continued cards, letters and well wishes for a speedy recovery.

With Centerline coming out about Christmas time the Glendive Division would like to take this opportunity to wish all of the Divisions and their employees the merriest of Christmas holiday season and a happier New Year to come.

Great Falls

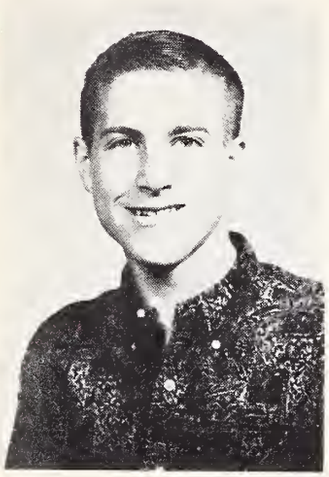
Congratulations to Clarence Christenson on the birth of his son and to Jack McDonald on the birth of his daughter.

Congratulations also to Marvin Wise, Ed Piprude and Robert Hutton. These R/W men completed Course I of the R/W Appraisal School recently held in Helena. After attending classes for approximately a week, R/W agent Earl Ferguson suffered an illness which will incapacitate him for a matter of several months. In spite of this anticipated period for recovery, it is our hope that Earl will be back with us much sooner.

Recently Project Engineer Richard W. Freeman's father passed away in Hattisburg, Mississippi. Also, Materials Engineer Arley M. Wiseman's father passed away in Choteau, Montana. Our heartfelt sympathy is extended to these men and their families.

Attention All Bowlers—We would like at this time to announce that the Third Annual Highway Bowling Tournament will be held in Great Falls at Little Lanes, April 18-19, 1964. These dates comprise one week end. It is our thought that holding the entire tourаament on one week end will allow for more bowlers to reminisce with old cronies. Littles Lanes is very conveniently situated for the out-of-town bowlers. Within an area of three blocks are three motels and several hotels. The heart of the Great Falls shopping area is within easy walking distance. More particulars next month.

THE MHD IS PROUD OF . . . . . .



E. Scott Sime, son of George Sime, Public Information Coordinator. Scott, a student at Helena High, received his Eagle Scout badge on Dec. 2, from the hands of Gov. Tim Babcock. Scott is a good student, interested in music, electronics and sports.

He is a member of St. Paul's Methodist Church, and the Order of DeMolay.

Elaine Sullivan, who is employed in Lew Chittim's R/W office, was a candidate for the Miss Helena Centennial contest. Elaine is from Townsend, and commutes to her job in R/W. She has won numerous achievement awards during six years of 4-H club membership. She displayed a fine talent at giving readings in the contest.

Connie Jean Ward, daughter of Margaret Ward, in the R/W department. Connie, 18, a senior at Helena High, was one of eight contestants who entered the Miss Helena Centennial contest on Dec. 6. She belongs to Thespians, G.A.A., Student Council, and Senior Board. Connie has a fine talent of singing and dancing.

Sally Neath, daughter of Ernest A. Neath, Ass't. P. I. C. Sally was chosen *Miss Helena Centennial,* and will compete against the other finalists from the state on March 21, from which group Miss Montana Centennial will be chosen. Sally is a junior at MSU, majoring in Radio-TV. To demonstrate talent, Sally gave a 3-minute talk on "Montana" for the contest.

(Note: Ye Editor would be pleased to have items such as the above called to his attention. It's hard to keep track of all the happenings of this nature throughout the entire state. When space permits, this information is welcome in our pages).

BOZEMAN

The Bozeman members of Local 1621 had a big dinner-dance party at the Valley View Country Club, on Friday, December 13. We will let you know more about it in the next issue.

Raymond W. Esp, project engineer and crew have completed their assignment at Big Timber and have moved to a new location at Ennis to work on Project F244(8).

Mrs. George A. Barrett, wife of our Division Engineer, has been spending considerable time in the hospital and we all wish her a quick and speedy recovery.

Also undergoing surgery in Great Falls is Mr. Robert S. Ricketts, Project Engineer, and we understand he is making good progress and expects to be back on the job soon.

We didn't get all the Division interviewed as to the amount of game killed durigg the season, but around the Bozeman office, Larry Williams came home with a 5-point buck. Gunner Brenden managed to get his elk the last day of the season. Jim Townsend came up with two deer and an antelope and Ken Noyes a mountain goat. Billy C. Ford says he came home with a pine tree.

Then, of course Hup Davis, office manager and Fritz Switzler, materials inspector, felt warm-hearted and donated twenty-five dollars to the benevolent order of the Fish and Game Wardens. It was our understanding that a moose was the result of this donation. However, maybe they will have better luck next time.

BUTTE

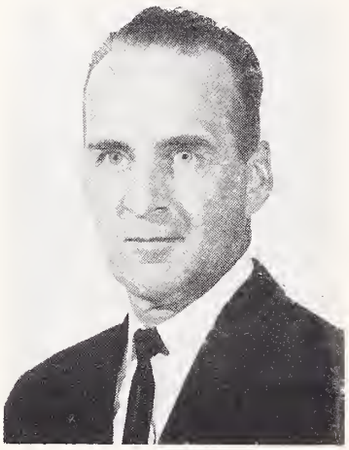
The Butte Division was saddened by the sudden death of William J. (Bill) Stenberg, who was the Division Sign Painter for many years. Bill worked for the State Highway Commission here in Butte for over twenty years. We will miss the smiling whistler who endeared himself to all the employees of the Butte district.

Congratulations to William Madlena, who is the proud father of his fourth boy. Robert Joseph weighed in at six pounds and fifteen ounces. Bill's not commenting on whether or not he is still going to try for a girl.

Butte welcomes back Bill Bork, who just recently completed a tour of two years in the U. S. army. Bill, a rodman, is back with his old crew now supervised by Ben Miller, Project Engineer.

Congratulations are also in order for Walter Deighton. Walter passed the test for laboratory technician and decided with the raise he could afford to get married. Walter was recently married to Jacqueline Latham. The Deighton's had an extended honeymoon which took them to Portland, down the coast to San Francisco. Stopping on the way home in Las Vegas to bring back some Nevada winnings, ended a happy adventure for the newlyweds.

NEW ASSISTANT SAFETY DIRECTOR



Vernon L. Gray of Billings has been named assistant safety director, to work with Clint Fulkerson.

Vern, 41, attended school in South Dakota, and served with the Army Engineers from 1943 to 1946. Just prior to his present position he was in the safety department of United Buckingham Freight Lines in Billings.

He is married and has three children. His family is still living in Billings until Vern finds a place to house them in the Capital City.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

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